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**AD NUMBER**

AD376832

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DTRA ltr., 18 Apr 1997; DTRA ltr., 18 Apr  
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Original Report  
1593/65  
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DEFENSE ATOMIC  
SUPPORT AGENCY

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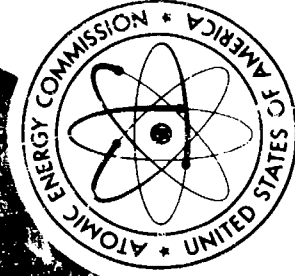
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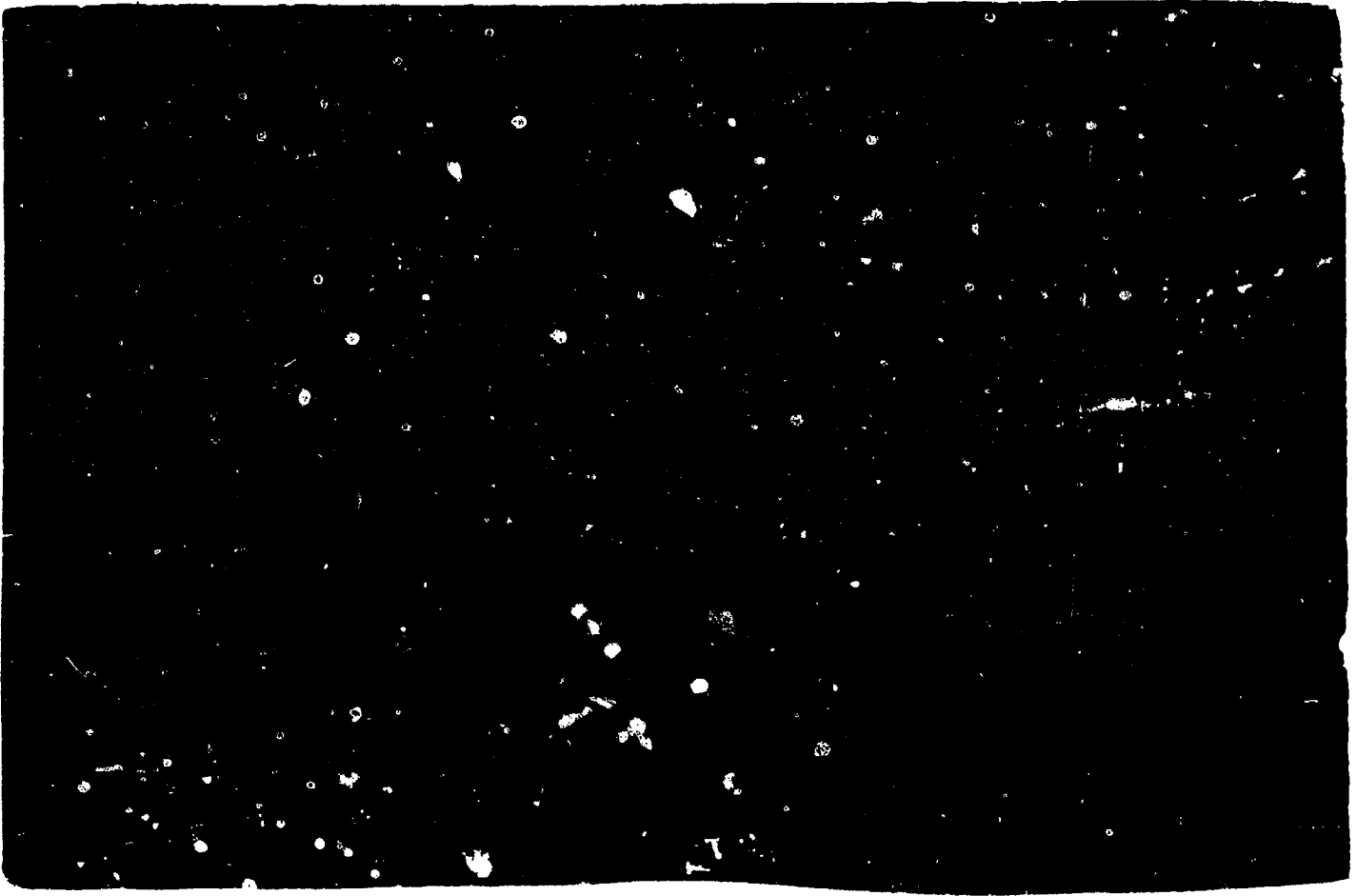
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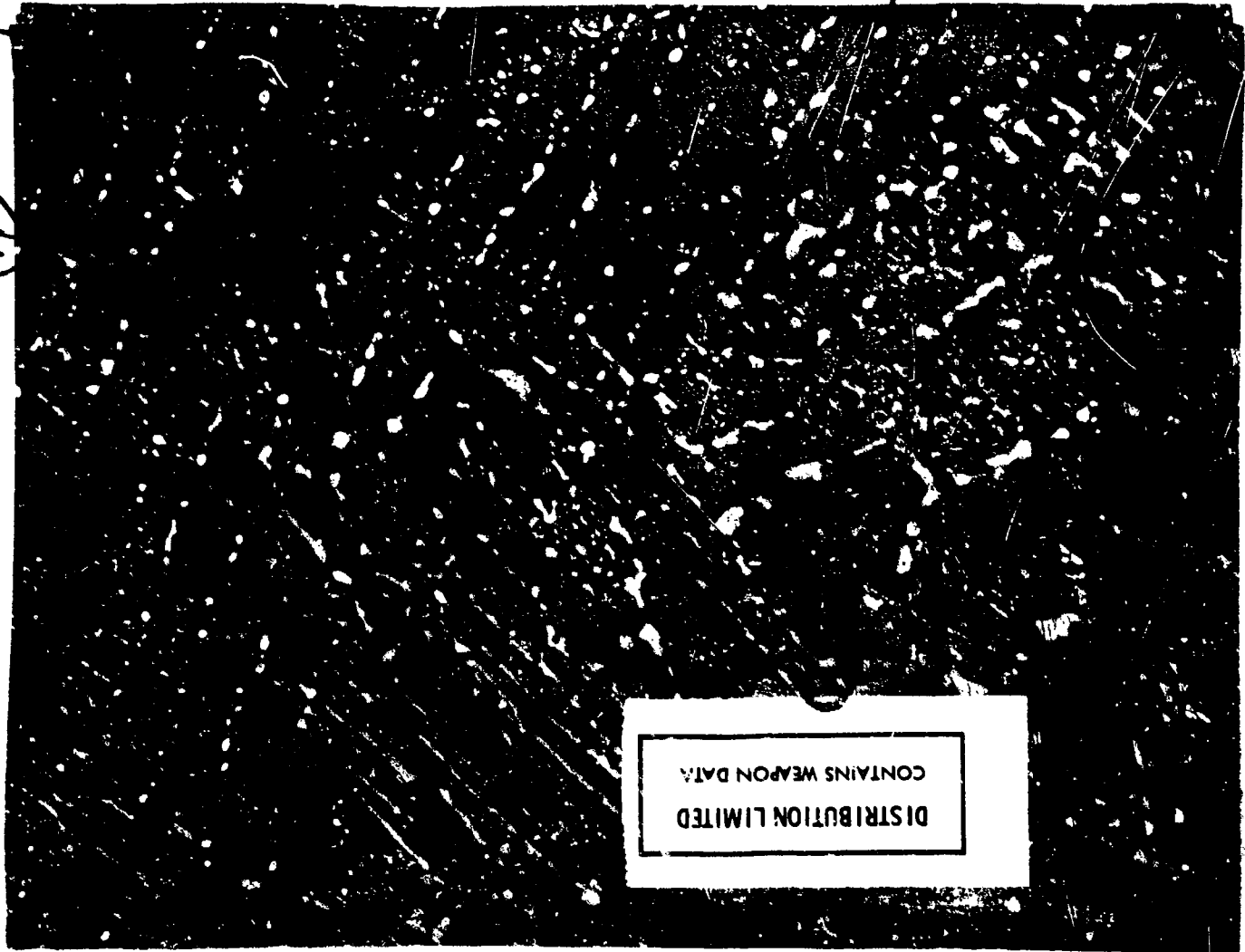
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by *Shirley H. Hight* Date *May 14, 1962*

USS FRINZ EUGEN (IC300)

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by *Shirley H. Hight* Date *May 14, 1962*

APPROVED:

V.L. Forest,  
Captain, U.S.N.

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USS FRINZ EUGEN (IC300)

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## SECTION 05100 - PAINTING

**TEST 6**

[illegible]

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**Topic 1**

Length Overall: 723 feet 0 inches  
Beam (average): 71 feet 0 inches.  
Depth (to main deck): 26 feet 0 inches.  
Drafts at time of test: Fwd. 17 feet 10 inches.  
Aft. 24 feet 3 inches.  
Standard displacement: 10,000 tons.  
Displacement at time of test: 16,230 tons.

## MAIN PROPULSION PLANT

**Main Engines:** Three complete sets of main turbines are installed, one complete set per shaft. Each set consists of a high, intermediate and low pressure turbine. Astern turbines are installed in the castings of the main I.P. and L.P. turbines. Mfg. by Krupp in Germany.

**Main Reduction Gears:** Single reduction, three complete sets.

**Bollers:** Twelve main units, and one auxiliary unit are installed in the ship. **Type:** Lamont forced circulation. **Mfg. by:** F. Krupp, Germaniawerk, Germany.

**Shafting:** Three main shafts are installed in ship. Line shaft O.D. = 18.2", I.D. = 12.2".

**Propellers:** Three installed in ship. 3 blades mfg. by F. Krupp, Germaniawerit, Germany.

**Turbo Generators:** Six turbo generators, and four diesel generators are installed in the ship. There are generator rooms.

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**DATE OF BIRTH** (Month-Day-Year) **AD ARABIC DATE**

17 AUG 20 1952

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... ..

# OVERALL SUMMARY

## Final Condition After Test

Final Condition After Test, general areas of flooding, seawater.

Before Test	17' 6"	Draft Aft	24' 6"	12ft
After Test	17' 6"	Draft Aft	24' 6"	0"
		Draft Forward	24' 6"	1 1/2" starboard.

Tank number 9, just forward of the boiler room, was flooded through a sea valve that has apparently been jarred open. There is some water in the steering Engine Room, and Generator Rooms 1 and 3. This water is due to normal seepage around the rudder post through sea valves.

Generator room #1 and the after engine room were flooded to a depth of about 3 1/2 feet, generator room #3 was flooded to a depth of about 2 1/2 feet. Twenty-two electrical motors were grounded out by this flooding, which is not considered to have been caused by Test B. The ship had a list of about 1 1/2° to starboard after Test B.

## (b) Structural damage.

### HULL

No known or detectable damage to structure has resulted from this test.

### MACHINERY

No comment.

### ELECTRICAL

None observed.

PRINZ EUGEN (DD360)



Twenty seven electric motors were grounded in  
the engine room after the explosion. From 1 set of up a result of ex-  
posed of which is considered to be a normal risk for this ship.

#### MACHINERY

There was no damage to machinery of this vessel  
during Test B. A number of auxiliaries were operated after the test.

#### ELECTRICAL

Twenty seven electric motors were grounded as a  
result of the flooding. There was no other electrical damage reported.

#### LC Forces Evidenced and Effects Noted.

(a) Heat

#### HULL

None.

#### MACHINERY

No evidence.

#### ELECTRICAL

There was no evidence of fires or explosions.

(b) Fires and Explosions.

#### HULL

None.

USE PRINZ EUGEN (77.0.)

#### MACHINERY

No evidence.

#### ELECTRICAL

There was no evidence of fires or explosions.

(c) Shock.

#### HULL

The sea valve in tank number 6 has apparently been  
jammed open. This is the only evidence of shock aboard the ship.

#### MACHINERY

No evidence in machinery spaces.

#### ELECTRICAL

There was no evidence of shock.

(d) Pressure

#### HULL

There is no evidence of pressure.

#### MACHINERY

No evidence.

#### ELECTRICAL

There was no evidence of pressure on electrical  
equipment.

PRINZ EUGEN (00300)

(b) Effects per Year to the Atomic Bomb.

HULL

The only effects peculiar to the atom bomb is the presence of radioactivity.

MACHINERY

None.

ELECTRICAL

There were no effects noted that are considered peculiar to the Atomic Bomb except radioactivity.

III Effects of damage.

(a) Effect on machinery, electrical, and ship control.

HULL

No comment.

MACHINERY

None.

ELECTRICAL

There was no effect on electrical equipment or ship control except as a result of the flooding due to normal leakage.

(b) Effect on gunnery and fire control.

HULL

No comment.

MACHINERY

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PRINZ EUGEN (IX300)

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No comment.

ELECTRICAL

None.

(c) Effect on watertight integrity and stability

HULL

The ship has assumed a list of 1 1/2 degrees to starboard, primarily due to flooding of tank number 9.

The watertight integrity is unimpaired.

MACHINERY

No comment.

ELECTRICAL

None.

(d) Effect on personnel and habitability.

HULL

The immediate effect on personnel would have been slight except for the psychological factors pertaining to an atomic bomb attack. Some casualties might have appeared later.

Habitability of spaces is not impaired at present, but transmission of radioactive material from the weather deck to other spaces is a hazard.

MACHINERY

None below decks except for radioactivity.

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PRINZ EUGEN (IX300)

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## ELECTRICAL

There was no effect on personnel or habitability as a result of this test except for radioactivity. It is considered, however, that personnel would have been seriously affected by the radioactivity. This is evidenced by the fact that the vessel was declared unsafe for personnel more than three weeks after the bomb explosion had occurred.

### (e) Total effect on fighting efficiency.

#### HULL

The total effect on fighting efficiency is slight except for the presence of radioactivity.

#### MACHINERY

None, except for possible effects of radioactivity.

#### ELECTRICAL

Providing there were no personnel casualties due to radiological effects, it is considered that there would have been no effect on the fighting efficiency of the vessel.

### IV. General Summary of Observer's Impressions and Conclusions.

#### HULL

An atomic bomb attack of this type at this range is not capable of inflicting structural damage. The ship, however, is within the range of dangerous radioactivity.

#### MACHINERY

The PRINZ EUGEN was outside the effective range of the explosion during Test B, except for possible effects of radioactivity.

#### ELECTRICAL

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PRINZ EUGEN (IX300)

## ELECTRICAL

There was no effect on personnel or habitability as a result of this test except for radioactivity. It is considered, however, that personnel would have been seriously affected by the radioactivity. This is evidenced by the fact that the vessel was declared unsafe for personnel more than three weeks after the bomb explosion had occurred.

### (e) Total effect on fighting efficiency.

#### HULL

The total effect on fighting efficiency is slight except for the presence of radioactivity.

#### MACHINERY

None.

#### ELECTRICAL

None.

Topside personnel should be entirely safe over possible.

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PRINZ EUGEN (IX300)



Task number 4, just forward of the boiler room, has flooded through a sea valve that had apparently been turned open. There is some water in the Bleeding Engine Room, and Generator Rooms 1 and 2. This water is due to normal seepage around the rudder post and through sea valves.

(b) Structural damage.

No known or detectable damage to structure has resulted from this test.

(c) Other damage.

Twenty seven electric motors have been grounded in the After Engine Room and Generator Rooms 1 and 3 as the result of seepage at what is considered to be a normal rate for this ship.

II. Forces Evidenced and Effects Noted.

(a) Heat.

None.

(b) Fires and explosions.

None.

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USS PRINZ EUGEN (IX-890)

(a) Effect on ship's log efficiency.

The total effect on fighting efficiency is negligible for the presence of radioactivity.

IV. General Summary of Observers' Impressions and Conclusions.

An atomic bomb attack of this type at this range is not capable of inflicting structural damage. The ship, however, is within the range of dangerous radioactivity.

V. Preliminary General or Specific Recommendations of the Inspecting Group.

Topside personnel should be entirely enclosed whenever possible.

VI. Instructions for loading the vessel specified the following.

ITEM	LOADING
Fuel Oil	50%
Diesel Oil	50%
Ammunition	100%
Potable and reserve feed water	50%
Salt water ballast	None.

Details of the actual quantities of the various items aboard are included in Report 7, Stability Inspection Report, submitted by the ship's force in accordance with "Instructions to Target Vessels for Tests and Observations by Ship's Force," issued by the Director of Ships Material. This report is available for inspection in the Bureau of Ships Crossroads Files.

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USS PRINZ EUGEN (IX-303)

(a) Effect on ship's log efficiency.

III. Methods of Damage.

(a) Effect on machinery, electrical and ship control.

No comment.

(b) Effect on gunnery and fire control.

No comment.

(c) Effect on water-tight integrity and stability.

The ship has assumed a list of 1-1/2 degrees to starboard, primarily due to flooding of tank number 9.

The water-tight integrity is unimpaired.

(d) Effect on personnel and habitability.

The immediate effect on personnel would have been slight except for the psychological factors pertaining to an atomic bomb attack. Some casualties might have appeared later.

Habitability of spaces is not impaired at present, but transmission of radioactive material from the weather deck to other spaces is a hazard.

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USS PRINZ EUGEN (IX-300)

# General condition of hull damage.

## (a) General condition.

No known or detectable damage to structure has resulted from this test.

(c) Apparent causes of hull damage.

Not Applicable.

## (d) Flooding.

Number 9 tank, just forward of the boiler room has flooded completely through a flooding valve which apparently was forced open.

Generator rooms No. 1 and 2 have 3-1/2 and 2-1/2 feet of water respectively as the result of seepage through sea valves and around valve stems and pipe joints.

The after engine room has similar seepage.

The steering engine room has one inch of water from seepage around the rudder post.

(e) Residual strength, buoyancy, and effect of general condition of hull on operability.

Residual strength and operability are unaffected.

There is not enough flooding to make any detectable difference in drafts. If the ship had been manned, flooding would have been entirely controlled.

SECRET

USS PRINZ EUGEN (IX-300)

# General condition of hull damage.

## (a) General condition.

1. General condition of hull damage.

2. No known or detectable damage to structure has resulted from this test.

(c) Apparent causes of hull damage.

Not Applicable.

## (d) Flooding.

1. General condition of hull damage.

2. No known or detectable damage to structure has resulted from this test.

(c) Apparent causes of hull damage.

Not Applicable.

## (e) Flooding.

1. General condition of hull damage.

2. No known or detectable damage to structure has resulted from this test.

(c) Apparent causes of hull damage.

Not Applicable.

(e) Flooding.

1. General condition of hull damage.

2. No known or detectable damage to structure has resulted from this test.

(c) Apparent causes of hull damage.

Not Applicable.

(e) Flooding.

1. General condition of hull damage.

2. No known or detectable damage to structure has resulted from this test.

(c) Apparent causes of hull damage.

Not Applicable.

(e) Flooding.

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USS PRINZ EUGEN (IX-300)

(b) Depth Charge Gear.

Not Applicable.

E. Weather Deck.

There is no visible damage and none of the six deflection gages located beneath the deck have recorded any deflection.

F. Exterior Hull (above w.l.).

No damage.

G. Interior Compartments (above w.l.).

No damage.

H. Armor Decks and Miscellaneous Armor.

No damage.

I. Interior Compartments (below w.l.).

(a) Damage to structure and causes.

No damage.

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USS PRINZ EUGEN (IX-300)

(b) Damage to joiner bulkheads and columns.

No damage.

(c) Details of damage to access closures and casings.

No damage.

(d) Condition of equipment within compartments.

Twenty-seven electric motors have been grounded in the after engine room and generator rooms 1 and 2. This is due to flooding from what is considered a normal rate of seepage for this ship.

(e) Flooding.

Tank No. 9 has flooded completely through a flooding valve that has apparently been jarred open.

No. 1 generator room has flooded to a depth of 3-1/2 feet by seepage through sea valves.

Number 3 generator room and the after engine room have similar flooding to depths of 2-1/2 and 3 feet, respectively.

The steering engine room has three feet of water in the sump and one inch of water on the deck. This is from seepage around the rudder post.

All seepage is considered to be at a normal rate for this ship, so flooding of tank No. 9 is the only flooding that can be considered due to the test.

(f) Damage in way of piping, cables, ventilation ducts, shafts.

No damage.

(g) Estimate of reduction in water-tight subdivision, habitability, and utility of spaces.

The only reduction in habitability and utility of spaces is caused by the flooding from the normal seepage.

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USS PRINZ EUGEN (IX-300)

J. Underwater Hull.

No apparent damage.

K. Tanks.

(a) Condition of tanks in way of damage.

Tanks are undamaged but tank Number 9 has closed through a sea valve that has apparently been forced open. This tank had been pumped dry prior to the test.

(b) Contamination of liquids.

None.

(c) Damage (known or suspected), to torpedo defense system.

None.

L. Flooding.

(a) Description of major flooding areas.

Areas with flooding are the steering engine room, after engine room, generator rooms 1 and 3, and tank No. 9.

(b) Sources of flooding.

Water in the steering engine room is the result of seepage around the rudder post.

Water in the after engine room and generator rooms 1 and 3 is the result of seepage through sea valves.

Tank No. 9 has flooded through a sea valve that has apparently been jarred open by the test.

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USS PRINZ EUGEN (IX-900)

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(c) List of compartments believed to have sustained damage as to be susceptible to damage control.

All seepage is considered to be sufficient for this ship so the flooding in the steering engine room, after engine room, and generator rooms 1 and 3 is definitely subject to damage control.

M. Ventilation, (exclusive of blowers).

No damage.

N. Ship Control.

(a) Damage to ship control stations and consoles.

None.

O. Fire Control.

(a) Damage to fire control stations and consoles.

1. Directors and elevated control positions.

No damage.

2. Plot rooms and protected spaces.

No damage.

(b) List of stations having insufficient protection and estimated effect on fighting efficiency of the loss of each.

None.

(c) Constructive criticism of location and arrangement of stations.

No comment.

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USS PRINZ EUGEN (IX-900)

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(b) List of storages which are insufficiently protected and effects on ship survival of explosion of each storage.

None.

(d) Behavior of gasoline storage facilities.

No gasoline aboard.

Q. Ammunition Handling.

(a) Condition and operability of ammunition handling devices.

No damage.

(b) Evidences that any ammunition handling devices contributed to passing of heat, fire, blast or flooding water.

None.

(c) Constructive criticism of design and construction of ammunition handling devices.

No comment.

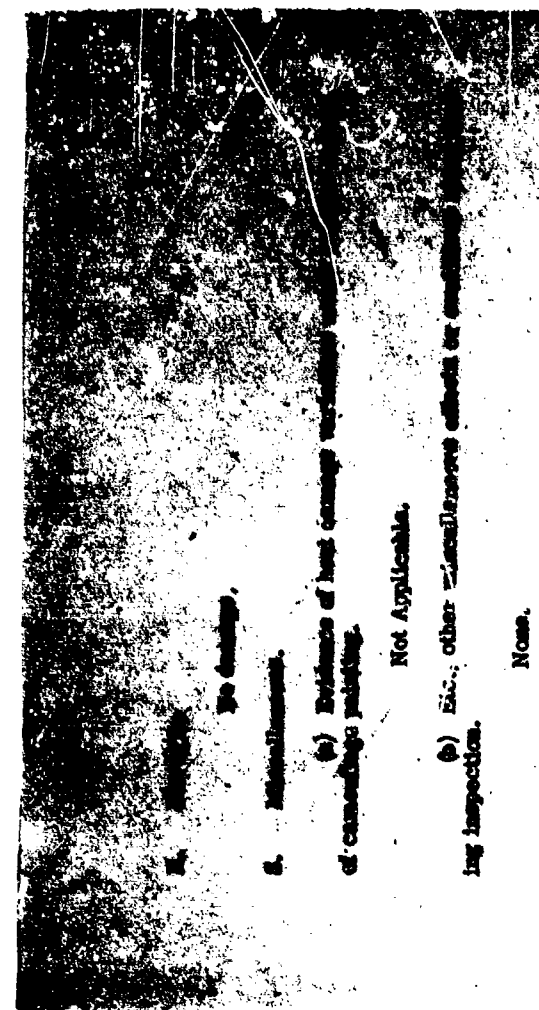
(d) Constructive criticism of ship control systems.

Ship control is impaired only by radioactive hazards to personnel. Complete cover for ship control personnel is indicated.

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USS PRINZ EUGEN (IX-300)

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No damage.

(b) Evidences of heat damage resulting from explosion of ammunition.

(c) Evidences of heat damage resulting from explosion of ammunition.

Not Applicable.

(d) Evidences of heat damage resulting from explosion of ammunition.

None.

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USS PRINZ EUGEN (IX-300)

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(b) Effects on gunnery and fire control.

#### III. Effects of Damage.

(a) Effect on gunnery and fire control.

None.

(b) Effect on gunnery and fire control.

No comment.

(c) Effect on water-tight integrity and stability.

No comment.

(d) Effect on personnel and habitability.

None below decks except for radioactivity.

(e) Total effect on fighting efficiency.

None, except for possible effects of radioactivity.

#### IV. General Summary.

The PRINZ EUGEN was outside the effective range of the explosion during Test B, except for possible effects of radioactivity.

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USS PRINZ EUGEN (IX300)

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USS PRINZ EUGEN (IX300)

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(a) Overall condition.

Generator room #1 was flooded about 3-1/2 feet, generator room #2 was flooded about 2-1/2 feet, and engine room #1 (left) was flooded about 2-1/2 feet. Two tanks were flooded in Section IX (about amidships) and the ship had a list of about 1-1/2° to starboard. The flooding caused the grounding of 22 electric motors. Flooding in machinery spaces came from the numerous already existing leaks during the lengthy absence of the crew. Test B is considered to have had no effect on the overall condition of the plant.

(b) Areas of major damage.

There was no area of major damage.

(c) Primary cause of damage in each area of major damage.

There was no primary damage.

(d) Effect of target test on overall operation of machinery plant.

Test B had no apparent effect on overall operation of the machinery. A number of units were operated after Test B.

B. Boilers.

No apparent damage.

C. Blowers.

No apparent damage.

D. Fuel Oil Equipment.

No apparent damage.

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USS PRINZ EUGEN (IX300)

E. Boiler Feedwater Equipment.

No apparent damage.

F. Main Propulsion Machinery.

No apparent damage.

G. Reduction Gears.

No apparent damage.

H. Shafting and Bearings.

No apparent damage.

I. Lubrication System.

No apparent damage.

J. Condensers and Air Ejectors.

No apparent damage.

K. Pumps.

No apparent damage. Most of the electric driven pumps were operated and tested at designed pressure.

L. Auxiliary Generators (Turbines and Gears).

No apparent damage.

M. Propellers.

Apparently undamaged. The propellers were inspected from the water surface and appear to be undamaged.

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USS PRINZ EUGEN (IX300)

V. Piping Systems.

No apparent damage.

W. Miscellaneous.

Apparently undamaged. The machine shop, laundry and galley equipment appear to be intact.

P. Whales, Whistles, and Capstans.

Undamaged. The anchor winches was operated by power after Test B. Performance was normal.

Q. Steering Engine.

Undamaged. The steering gear was operated by power from hardover to hardover subsequent to Test B.

R. Elevators, Ammunition Hoists, etc..

No apparent damage.

S. Ventilation (Machinery).

Apparently undamaged. Several ventilation blowers were operated and performed normally.

T. Compressed Air Plant.

No apparent damage.

U. Diesels (Generators and Bosts).

Undamaged. Three of the ship's diesel generators were operated satisfactorily after Test B.

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USS PRINZ EUGEN (IX303)

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TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

(a) Drafts after test; list; general areas of flooding, sources.

Drafts or list were not observed. There was no flooding in the #1 generator room, the #3 generator room, the after engine room and the steering engine room as a result of normal leakage in the ten day period before the vessel was reboarded.

(b) Structural damage.

None observed.

(c) Other damage.

Twenty seven electric motors were grounded as a result of the flooding. There was no other electrical damage reported.

II. Forces Evidenced and Effects Noted.

(a) Heat.

There was no evidence of heat.

(b) Fires and explosions.

There was no evidence of fires or explosions.

(c) Shock.

There was no evidence of shock.

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USS PRINZ EUGEN (IX300)

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III. Effects of Damage.

There were no effects noted that are considered peculiar to the atom bomb except radioactivity.

- (a) Any effects apparently peculiar to the atom bomb.

(a) Effect on propulsion and ship control.

There was no effect on electrical equipment or ship control except as a result of the flooding due to normal leakage.

- (b) Effect on gunnery and fire control.

None.

- (c) Effect on water-tight integrity and stability.

None.

- (d) Effect on personnel and habitability.

There was no effect on personnel or habitability as a result of this test except for radioactivity. It is considered, however, that personnel would have been seriously affected by the radioactivity. This is evidenced by the fact that the vessel was declared unsafe for personnel more than three weeks after the bomb explosion had occurred.

- (e) Total effect on fighting efficiency.

Providing there were no personnel casualties due to radiological effects, it is considered that there would have been no effect on the fighting efficiency of the vessel.

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USS PRINZ EUGEN (IX300)

IV. General Summary of Observers' Impressions and Conclusions.

The distance of this vessel from the center of the blast is considered to be too great for electrical damage to result.

- V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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USS PRINZ EUGEN (IX300)

# 1. Areas of Major Damage

## (a) Areas of Major Damage

There was no electrical damage to this vessel as a direct result of the underwater atomic bomb test. In the ten day period before the vessel was reboarded, the following flooding occurred due to normal leakage:

1. #1 generator room (Ewerk 1) flooded to a depth of approximately 42 inches.
2. #3 generator room (Ewerk 3) flooded to a depth of approximately 36 inches.
3. The after engine room flooded to a depth of approximately 36 inches.

As a result of this flooding twenty seven electric motors were grounded and had to be baked out before they could be operated.

## (b) Areas of major damage.

The electrical equipment on this vessel received no damage as a direct result of the test. The damage received as a result of normal leakage was in the #1 and #3 generator rooms and in the after engine room.

(c) Primary causes of damage in each area of major damage. Flooding was the primary cause of electrical damage to this vessel.

(d) Effect of target test on overall operation of electric plant.

The target test had no effect on the overall operation

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USS PRINZ EUGEN (IX300)

of the electric plant except that it kept permeating off the vessel so that the plant could not be operated.

## (e) Types of equipment most affected.

No electrical equipment was affected as a direct result of the test. Motors were most affected by the subsequent flooding.

2. Electric Propulsion Rotating Equipment.

Not Applicable.

C. Electric Propulsion Control Equipment.

Not Applicable.

D. Generators - Ships Service.

No damage.

E. Generators - Emergency.

No damage.

F. Switchboards, Distribution and Transfer Panels.

No damage.

G. Wiring, Wiring Equipment and Wireways.

No damage.

H. Transformers.

No damage.

I. Submarine Propelling Batteries.

Not Applicable.

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SECTION IV

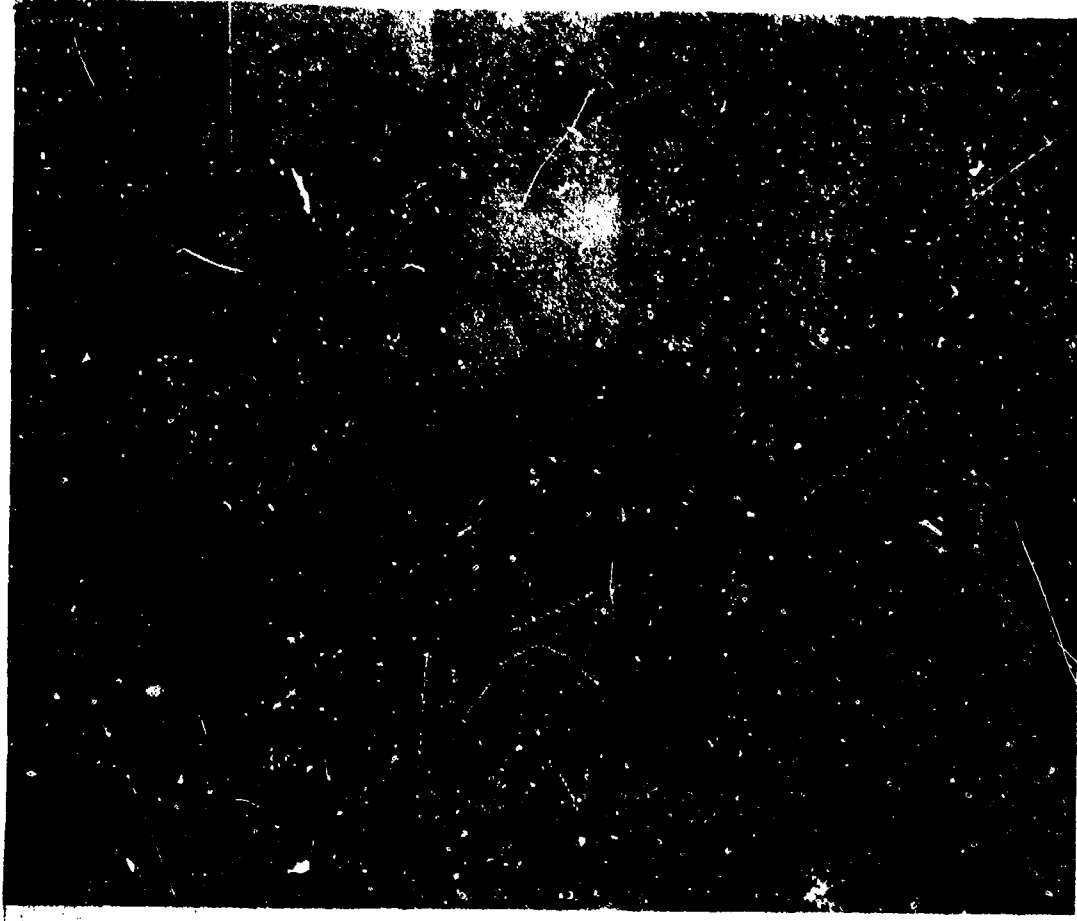
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TEST BAKER

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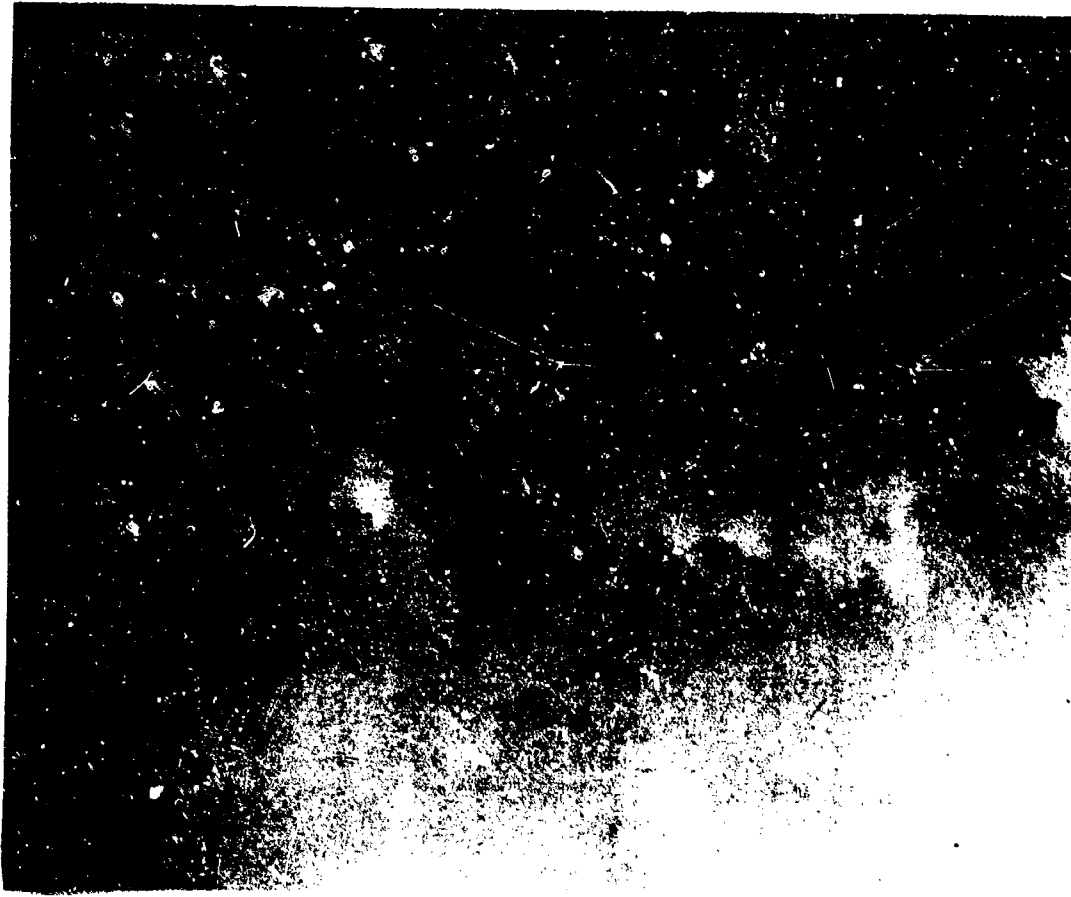
AB-CR-237-243-59. View from directly ahead.

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1944



AB-CR-227-243-60. View from off port bow.

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AB-CR-227-243-61. View from on port beam.

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PRINZ EUGEN (IX300)  
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AB-CR-227-243-82. View from off port quarter.

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PRINZ EUGEN (IX30C)

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AB-CR-227-243-83. General view from astern.

SECRET

PRINZ EUGEN (IX30C)

9333

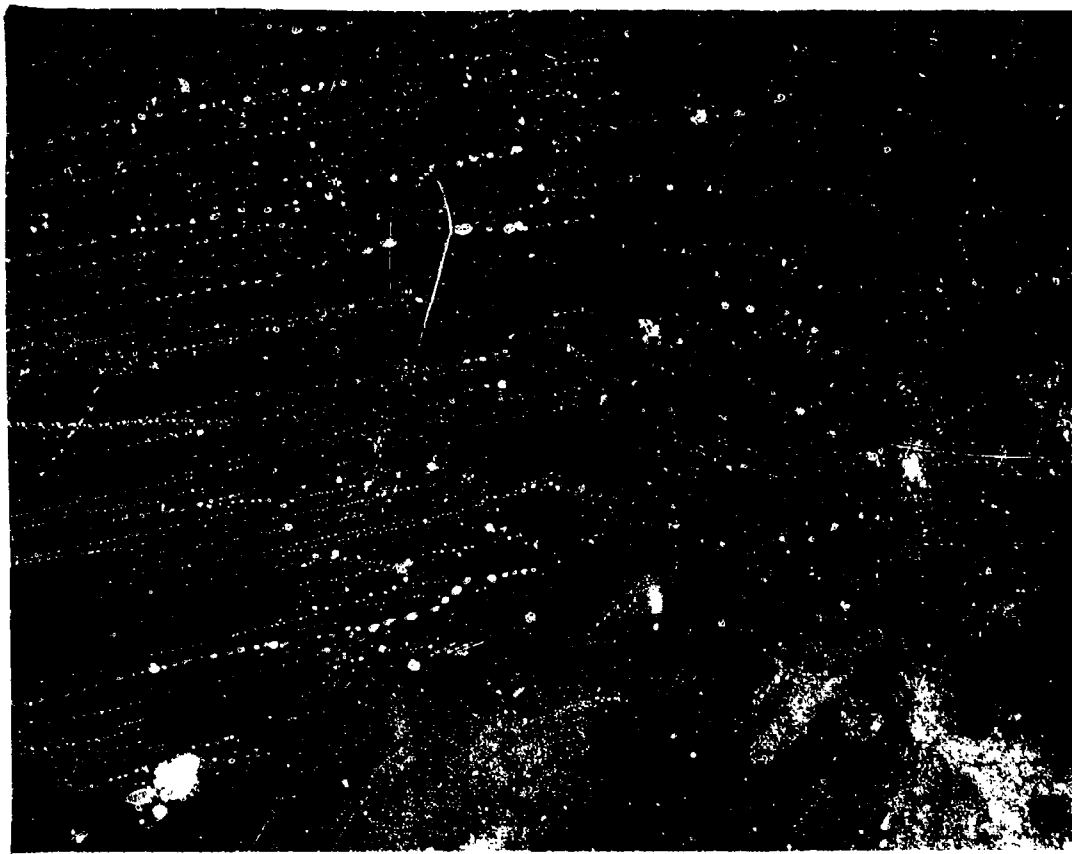
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AB-CR-227-243-64. View from off starboard quarter.

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AB-CR-227-243-57. View from off starboard beam.

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9352

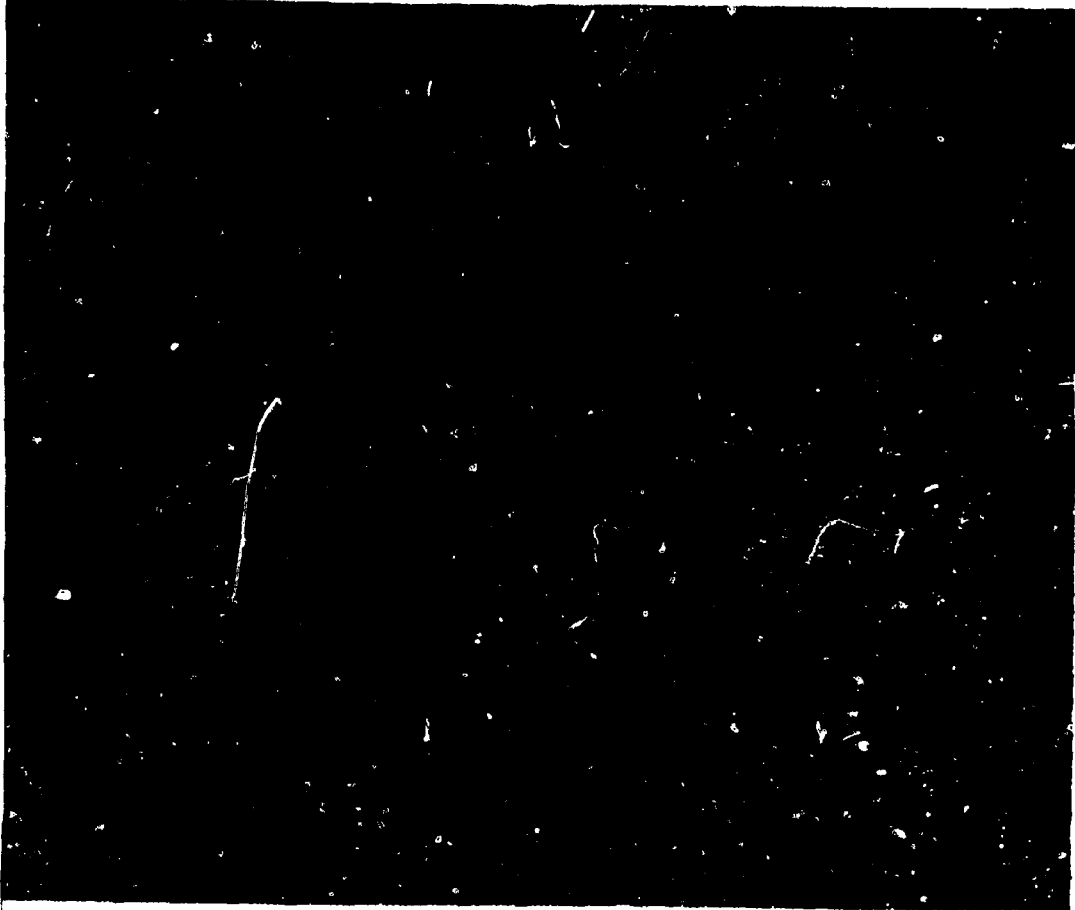


AB-CR-227-243-58. View from off starboard bow.

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PRINZ EUGEN (IX300)  
9352

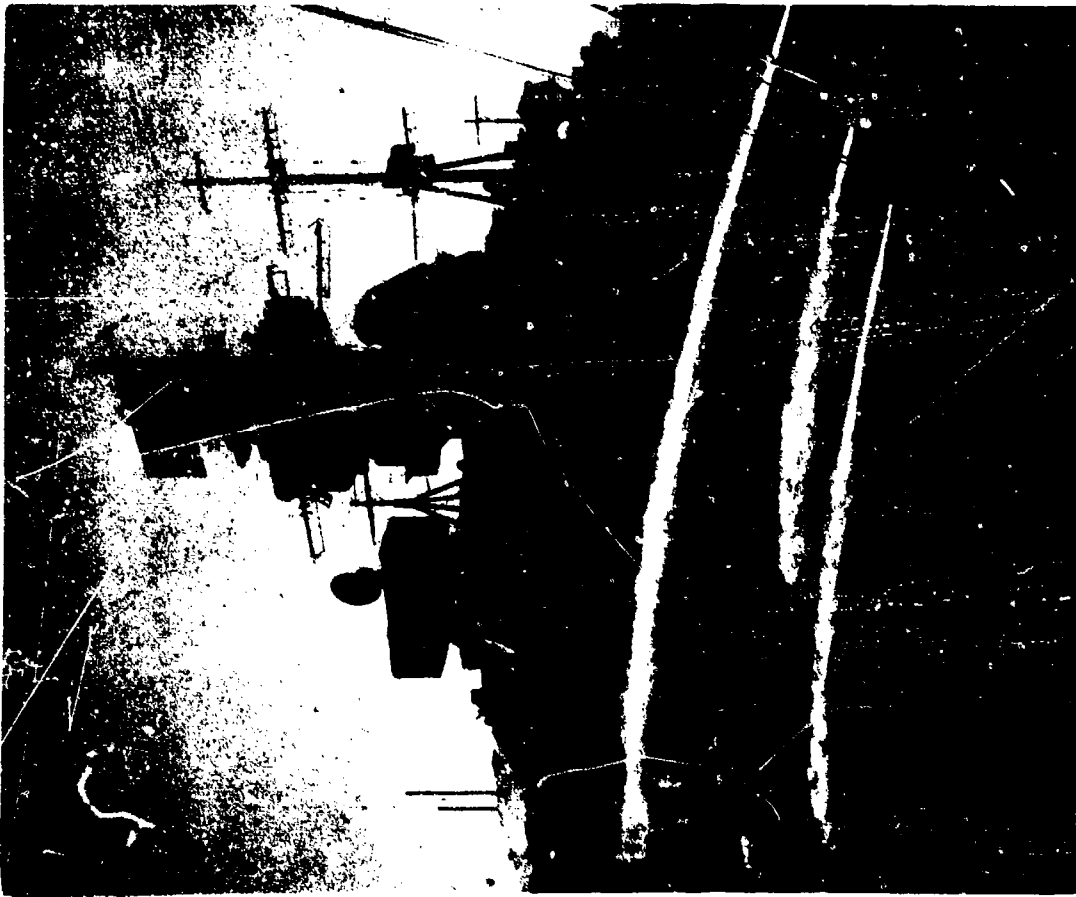


AB-CR-79-2985-3. General view of weather deck and superstructure from bow.

SECRET

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AE-CR-76-1828-10. Superstructure from off port bow.

SECRET

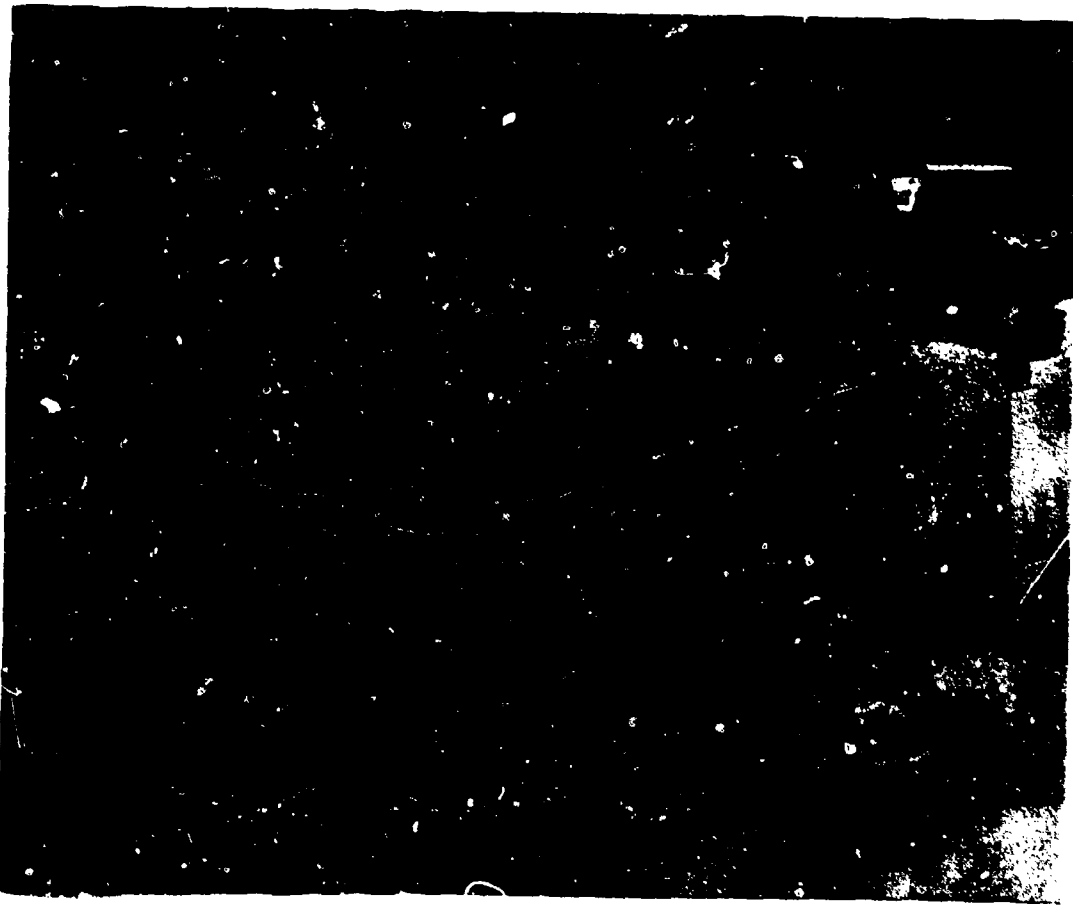
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AE-CR-59-2999-2. Superstructure from off port beam.

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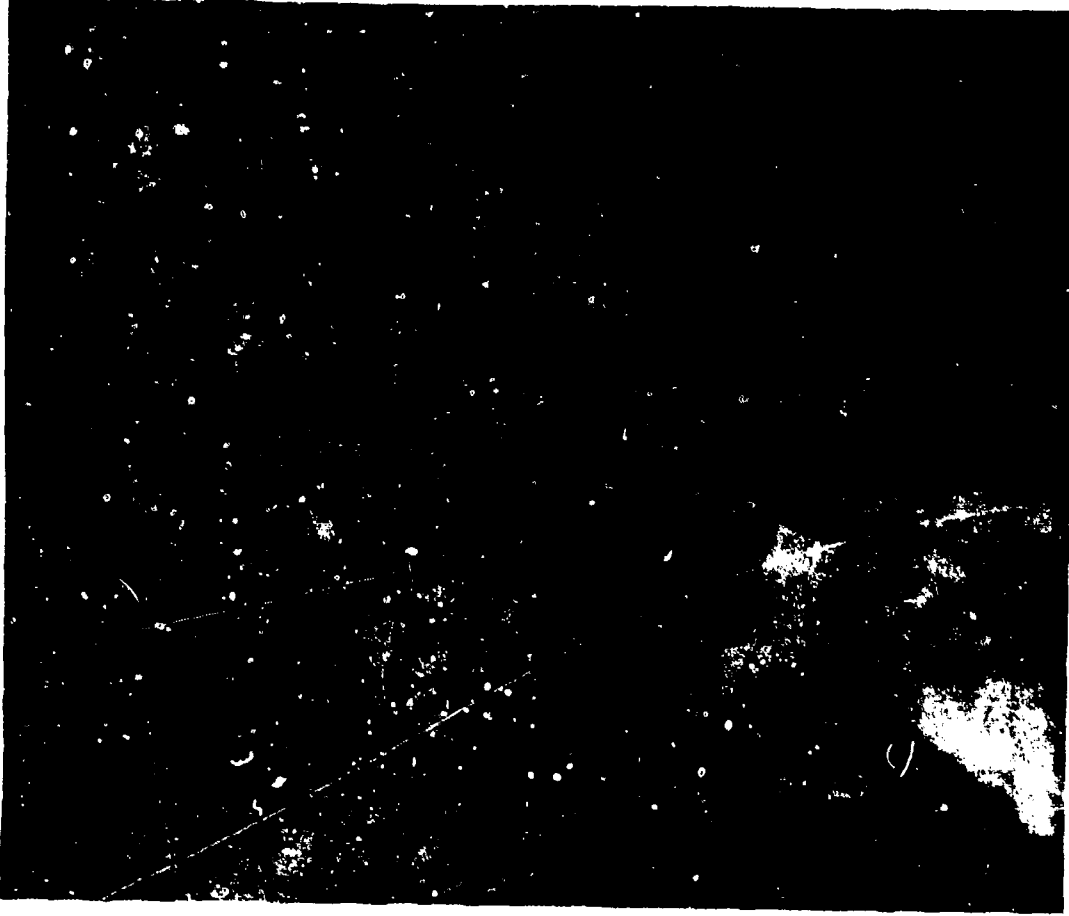


AB-CR-59-2399-5. Superstructure from off port quarter.

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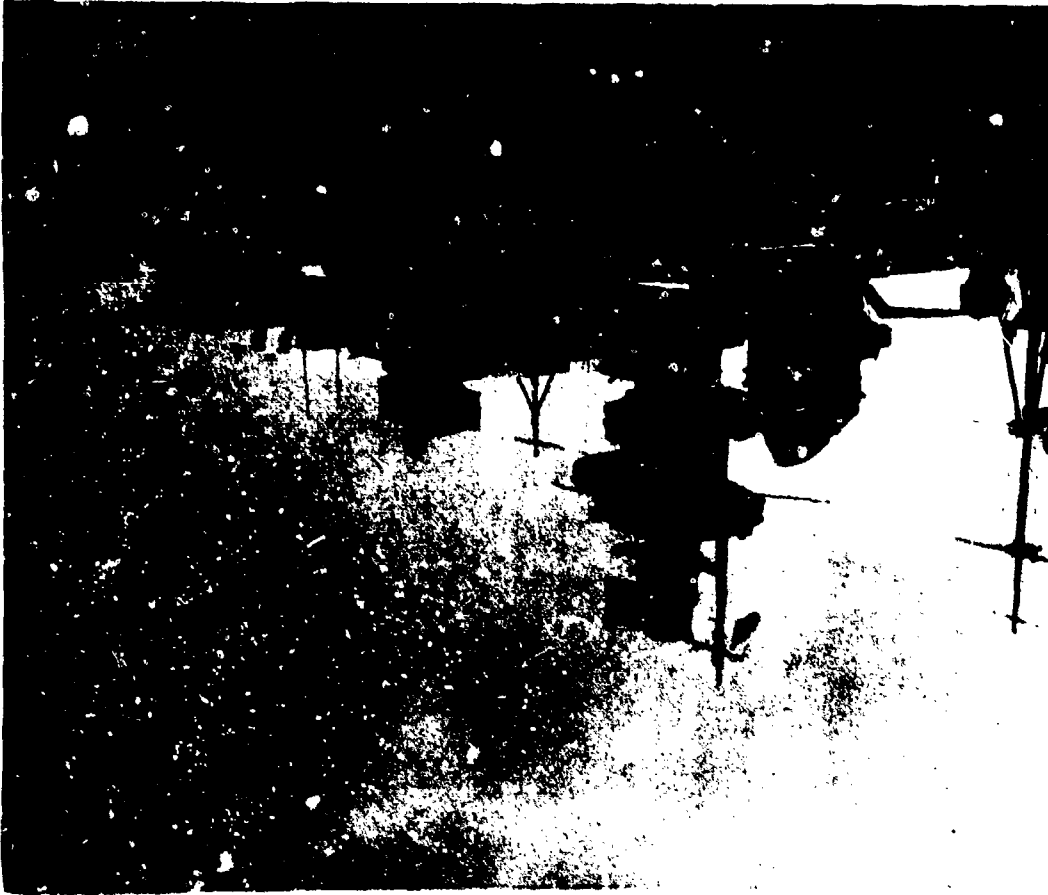
AB-CR-73-2985-2. General view of weather deck and superstructure from stern.

SECRET

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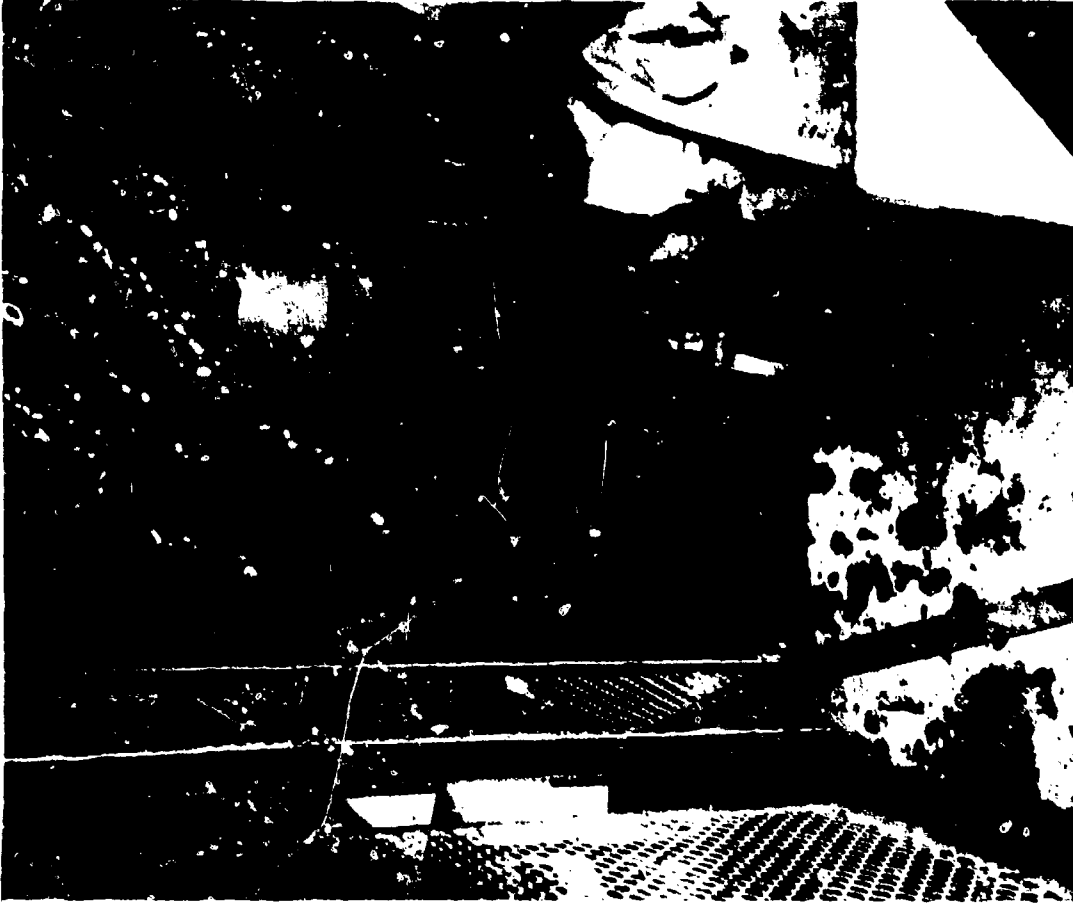




AB-CR-59-2989-11. Superstructure from off starboard beam.

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AB-CR-174-1142-9. Looking aft along starboard side of steering engine room. Not min r flooding.

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APPENDIX

COMMANDING OFFICERS REPORT

TEST BAKER

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USS PRINZ EUGEN (IX300)

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REPORT #11

COMMANDING OFFICER'S REPORT

SECTION I

This vessel suffered no material damage as a result of Test B. The ship had a 1° list to starboard due to flooding inherent in the ship due to past operations. This flooding had no relation to Test B and is considered normal for a ten day period.

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USS PRINCE EUGEN (IX300)

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**DATE FILMED**

**6 / 17 / 65**

**CAUTION**

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**NOTICE**

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**END**



Defense Special Weapons Agency  
6801 Telegraph Road  
Alexandria, Virginia 22310-3398

TRC

18 April 1997

MEMORANDUM FOR DEFENSE TECHNICAL INFORMATION CENTER  
ATTENTION: OMI/Mr. William Bush (Security)

SUBJECT: Declassification of Reports

The Defense Special Weapons Agency has declassified the following reports:

<del>AD-366588</del>	XRD-203-Section 12 ✓
<del>AD-366589</del> AD-366589	XRD-200-Section 9 ✓ <i>revised</i> ✓
<del>AD-366590</del>	XRD-204-Section 13 ✓
<del>AD-366591</del>	XRD-183 ✓
<del>AD-366586</del>	XRD-201-Section 10 ✓ <i>revised</i>
<del>AD-367487</del>	XRD-131-Volume 2 ✓
<del>AD-367516</del>	XRD-143 ✓
<del>AD-367493</del>	XRD-142 ✓
<del>AD-801410L</del>	XRD-138 ✓
<del>AD-376831L</del>	XRD-83 ✓
<del>AD-366759</del>	XRD-80 ✓
<del>AD-376830L</del>	XRD-79 ✓
<del>AD-376828L</del>	XRD-76 ✓
<del>AD-367464</del>	XRD-106 ✓
<del>AD-801404L</del>	XRD-105-Volume 1 ✓
<del>AD-367459</del>	XRD-100 ✓

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18 April 1997

Subject: Declassification of Report

<del>AD-376836L</del> ✓	XRD-98✓
<del>AD-376835L</del> ✓	XRD-97✓
<del>AD-376834L</del> ✓	XRD-96✓
<del>AD-376833L</del> ✓	XRD-95✓
<del>AD-376832L</del> ✓	XRD-94✓ <i>re-ingest</i> ✓
✓✓ <del>AD-367458L</del> ✓	XRD-93✓
<del>AD-367457L</del> ✓	XRD-92-Volume 2✓
<del>AD-367456L</del> ✓	XRD-91-Volume 1✓
<del>AD-367455L</del> ✓	XRD-90✓
<del>AD-367454L</del> ✓	XRD-89✓
<del>AD-367453L</del> ✓	XRD-88✓
<del>AD-367452L</del> ✓	XRD-87✓
<del>AD-366764L</del> ✓	XRD-86✓
<del>AD-376837L</del> ✓	XRD-99✓
<del>AD-366758L</del> ✓	XRD-78✓
<del>AD-366734L</del> ✓	XRD-44✓
<del>AD-366763L</del> ✓	XRD-85✓
<del>AD-376829L</del> ✓	XRD-77✓
✓✓ <del>AD-367462L</del> ✓	XRD-103✓
✓✓ <del>AD-367463L</del> ✓	XRD-104✓
✓✓ <del>AD-367461L</del> ✓	XRD-102✓
<del>AD-367460L</del> ✓	XRD-101✓

TRC

18 April 1997

Subject: Declassification of Reports

~~AD-801406L~~ ✓ XRD-114

In addition, all of the cited reports are now **approved for public release; distribution statement "A" now applies.**

*Ardueth Jarrett*  
ARDITH JARRETT  
Chief, Technical Resource Center